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on estimates whose source and validity we have absolutely no means of testing.

The book is doubtless intended to be popular, in the ordinary sense, but even here the author overshoots his mark. The introduction declares: "In numbers, wealth, industry, enterprise, ease and dignity of living—in short, in all that goes to make civilization—the American Republic, at the end of the first century, stands the acknowledged leader of the nations of the earth." Elsewhere (p. 16) the author describes our country as "*facile princeps* in all the elements of national greatness." One reason for this prosperity the author alleges to be "wise and liberal legislation"; yet he believes in free trade, thinks the Indian has been badly treated, and is in favor of restriction of immigration.

His "forecast of the future" is optimistic. The government will increase in strength as the nation increases in numbers and in wealth; it will develop, but not on socialistic lines; the spoils system will be abolished; the masses of the people will be better fed, clothed and housed; immigration will be closely restricted; pauperism and crime will diminish; woman will no longer be secondary to man, but his equal, or rather his supplement, taking an active part in business and in government; spelling reform will be carried out; government will assume control of corporations as they increase in wealth and power; free trade will be established; we shall colonize Canada, Mexico and Central America; electricity will do all our work, from rocking the cradle to drawing the hearse, from running a sewing machine to operating a railway system.

This prognostication seems to be the subjective speculation of the author rather than a conclusion drawn inductively from the previous portions of the book.

RICHMOND MAYO-SMITH.

State Railroad Control, with a History of its Development in Iowa. By FRANK H. DIXON, with an Introduction by Henry C. Adams. Boston, Thomas Y. Crowell & Co., 1896. — 251 pp. and map.

This volume, the ninth in the Library of Economics and Politics which is being published under the direction of Professor Ely, treats of that important part of railway transportation which is conducted within the territorial limits of single states and is consequently subject to the legal restrictions and conditions imposed by state laws.

The circumstances surrounding railway transportation in Iowa do not differ very materially from those in any other portion of the United States except, perhaps, in New England and on the Pacific Coast. Iowa is the sixth state in respect to length of railways, the fourteenth in ratio of mileage to population, and the eleventh in ratio of mileage to area. It is traversed by lines competing vigorously for the traffic of centers of population located without its borders, and by others depending principally upon the revenue to be derived from local business. It participated in the craze for railway construction that characterized the early period of railway development, and in the "granger" movement which followed. It substituted a railway commission, in 1878, for a maximum-rate law that had not proved satisfactory in practice. The law creating this commission was based upon that under which the Massachusetts commission had attained a high degree of success. Annual statistical reports, examinations of roads, rolling stock and bridges, and investigations of complaints were provided for; discriminations were prohibited; and the commission was required to report to the governor and the legislature. This statute remained in force slightly more than ten years, and was superseded by one establishing a commission with power to prescribe reasonable maximum rates and a classification for freight.

The history of each of these commissions and of the circumstances which led to the substitution of the stronger for the weaker form is carefully told by Dr. Dixon; and in making selections from the vast quantity of available material relating to the subject he has shown a degree of wise discrimination that should make the work of value to all interested in the problems of transportation, whether as legislators, railway managers or students. The author's conclusions would seem to favor the establishment of commissions under laws similar to those of Iowa and Illinois in all states except those located along the Northern Atlantic seaboard. He realizes, however, that the regulation of intrastate traffic is but a small part of the problem to be solved, and that adequate authority rests alone in the federal government.

Professor Adams's introductory sketch of the development of public sentiment regarding the proper relationship of government to the means of internal communication adds materially to the value of the work.

H. T. NEWCOMB.

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